

The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES NO. 5555.

戊午年十二月七日三十三號光

MONDAY, SEPTEMBER 2, 1907.

英港九月二號

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP Ver 24,000,000

RESERVE FUNDS " 14,550,000

Branches and Agencies:

TOKIO, CHEFOO,
KOREA, TIENTSIN,
OSAKA, PEKIN,
NAGASAKI, NEWCHWANG,
LONDON, DALNY,
LYONS, FORT ARTHUR,
NEW YORK, ANTUNG,
SAN FRANCISCO, LIOVANG,
HONOLULU, MUKDEN,
BOMBAY, TIE-LING,
SHANGHAI, CHANG-CHUN,
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED,
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% "

TAKEO TAKAMICHI,

Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING

CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$1,250,000

ABOUT MEX \$5,900,000

RESERVE FUND GOLD \$3,250,000

—ABOUT MEX \$5,900,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
received Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—

For 12 months 4% per annum.

6 " 4 " " " "

3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 21st July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsinanfu Tsingtao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder Berlin.

Berliner Handels-Gesellschaft

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Krefeld.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEEDERLANDSCHE HANDEL-

MAATSCHAPPIJ,

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).

RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Paseroean, Tjilatjap,

Padang, Medan (Del), Palembang, Kota

Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 4% " "

" 3 " 3% " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

Banks.

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS:

Sterling £1,000,000 at 2/- = £10,000,000

Silver \$1,750,000

RESERVE LIABILITY OF PROP. \$10,000,000

COURT OF DIRECTORS:

G. H. Mediurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shellam, Esq.

E. Goetz, Esq. R. Stewart, Esq.

A. Haupt, Esq. H. A. W. Slade, Esq.

C. R. Lenzenmann, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2% per
annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1907. [21]

Banks.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & MANILA	SHANGHAI, MOJI, KOBE & MANILA	About 4th Sept.	Freight and Passage.
	YOKOHAMA	Capt. F. E. Andrews, R.N.R.	
SHANGHAI	DELTA	Capt. C. L. Daniel	About 5th Sept. Freight or Passage.
LONDON, &c., via usual Ports	MARMORA	7th Sept.	See Special Advertisement
	CAYLON	Capt. G. H. C. Weston, R.N.R.	Noon.

For Further Particulars, apply to

B. A. HEWETT, Superintendent.

Hongkong, 29th August, 1907. [22]

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED.



NEW STOCK OF

**"WALK OVER"
BOOTS**

IN

BLACK AND BROWN,

• \$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO.

**BASS & CO'S PALE ALE
'HORSEHEAD' BRAND.**

\$18.00 per Cask 4 Dozen Quarts.

\$20.00 " " 8 Pints.

\$24.00 " " 12 Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

**CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,**

15, Queen's Road Central. [18]

**HONGKONG, CANTON AND
MACAO STEAMBOAT CO.,
LIMITED.**

ON SUNDAY, the 8th September,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare, \$4.00

" " on the following day, \$5.00

Single, \$2.00

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....	3,365 tons.....	Captain H. D. Jones,
" " "POWAN,".....	2,338 "	H. J. Black,
" " "FATSHAN,".....	2,360 "	O. V. Lloyd,
" " "KINSHAN,".....	1,995 "	B. Branch,
" " "HEUNGSHAN,".....	1,998 "	R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....	1,651 tons.....	Captain W. A. Valentine,
" " "SUI-TAI,".....	1,651 "	G. E. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF, and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....	219 tons.....	Captain T. Hamlin.
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Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....	1,888 tons.....	Captain J. Willcox.
" " "NANNING,".....	569 "	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 16th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

JESSELTON, KUDAT and SAN-	{ "BORNEO" Capt. F. Semill }	TUESDAY, 9 A.M., 3rd Sept., 1907.
DAKAN	{ Capt. B. Wethelmi }	About TUESDAY, 10th Sept., 1907.
SHANGHAI, NAGASAKI, KOBE	{ "GOEDEN" Capt. B. Wethelmi }	About TUESDAY, 10th Sept., 1907.
and YOKOHAMA		
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	{ "PRINZ EITEL FRIEDRICH" Capt. E. Malchow }	WEDNESDAY, Noon, 11th Sept., 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	{ "PRINZ SIGISMUND" Capt. D. Leuz }	THURSDAY, Noon, 12th Sept., 1907.
YOKOHAMA and KOBE	{ "PRINZ WALDEMAR" Capt. W. v. Sendero }	About THURSDAY, the 18th Oct., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th August, 1907.

Entimation.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong, will put them right.
Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 366, Nanjing Road.
Hongkong, 27th November, 1907.

[44]

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

O. E. OWEN,

Proprietor.

[708]

"CHEF" HONGKONG.
Telephone No. K4.

THE "SHELL" TRANSPORT AND TRADING COMPANY, LIMITED.

ANNUAL GENERAL MEETING.

The annual general meeting of the members of the "Shell" Transport and Trading Company, Limited, was held on 29th July, at Winchester House, Old Broad-street, E.C. Sir Marcus Samuel, Bart. (the chairman), presided. The secretary (Mr. E. A. Smith-Rewse) read the notices convening the meeting and the auditors' report.

The Chairman said that the present report was of particular interest, as it was the last time in which the figures would be submitted in that form, including the balance brought forward, the net profit amounted to £167,501. There had been placed to the provision of depreciation of steamships and installations £100,528, and paid the final loss arising from the liquidation of the European oil business, £4,795. Their anticipations of a greatly improved return for their products were justified. Had it not been for the agreement under which the dividend for 1906 was limited to 5 per cent., the earnings would have enabled them to easily pay 12½ per cent., since after making provision of £70,000 to enable them to place the steamers and installations in the condition called for by the agreement with the Royal Dutch Company, they were enabled to carry forward £172,370, as against £85,155 last year. The reason why so large a sum as £70,000 was necessary as a provision for subsequent equipment of installations and steamers was that at Bombay, by reason of the requirements of the Port Trust for the enlargement of the harbour, the whole of the "Shell" Company's installations had to be removed to Sewree. They had hoped that the entire cost of this removal would have been repaid by the Port Trust, but they were disappointed, and would have to find a sum of no less than £15,000 in this connection. Large expenditure had also been incurred in connection with the Yokohama installation, while the typhoon in Hongkong was the cause of very heavy loss to the company. Certain of the steamers were overdue for survey, and the repairs necessitated by wear and tear had to be made good, so that the £70,000 was easily accounted for.

INCOME TAX.

He could not refrain from mentioning the very serious trouble to which they had been exposed, in common with every other firm throughout the country, by the action of the Income-tax Commissioners. In such a meeting it was surely appropriate to call attention to the very grave jeopardy to capital in the United Kingdom if the intolerable action of those responsible for the levying of income-tax was persisted in. Shareholders knew that, most unfairly, the company had to pay income-tax upon the cost, amounting to £39,109, of issuing preference shares, but a more monstrous claim had since been made. They raised certain moneys in Australia for the purpose of erecting installations there. The interest was payable in Australia, and they deducted from profits the interest which they had to pay there. The Income-tax Commissioners claimed that the company wrongfully deducted this, and that the company were entitled to debit their creditors resident in Australia with the income-tax. Such a *dictum*, carried to this length, must deprive capital from the country. Another action taken by the Commissioners of the Income-tax was so grossly unjust that companies within his own knowledge were deliberately removing the registration from England with a view to avoiding the gross wrong done to their employees and members resident abroad by a new reading which the Income-tax Commissioners were attempting to set up. They claimed that a return of all employees must be made by every company and firm, although these employees made their income abroad, and did not visit England for years, and that they, too, were liable to income-tax. The reason put by this prominently before the meeting was that, although the company only received a specified sum as dividend on the Nederlandsche Indische shares, the Income-tax Commissioners claimed that the company was liable for the amount which that company had set aside for reserve, and they also arrogated the right of investigating the amount which this Dutch company had put aside for depreciation.

ASIATIC PETROLEUM COMPANY.

Within the last few days they had final accounts rendered by the Asiatic Petroleum Company, which enabled them to realize the gratifying fact that their profits had been on a materially larger scale than the directors had anticipated, and the result had been that it was not necessary to issue 403,000 new shares for the purpose of paying off their liabilities and providing the new capital required by the terms of their agreements with the Royal Dutch Company. This purpose was effected by the issue of only 300,000 shares, all of which had already been applied for. By the founding of the Anglo-Saxon Petroleum Company, Limited, which had taken over all the assets of the "Shell" Company and the Royal Dutch Company's "ministrable" in England, and of the Bataafsche Petroleum Maatschappij, which became the owner of the whole of the properties under the Dutch jurisdiction, the existence of the Shell Transport and Trading Company, Limited, came to an end, except the part which they played as shareholders in the other companies. The occasion was a somewhat painful one, because by the capitulation of their rights in controlling the one territory capable, in his opinion, of providing supplies of liquid fuel sufficient to meet the naval requirements of this country had passed from British hands. He would be greatly mistaken if, in the future, the folly of compelling a British company to part with property of vital import in the future of naval warfare was not bitterly regretted. He could assure them, however, that neither the chairman nor directors had been to blame.

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[Continued on page 5.]

Notice of Firm

BANCO NACIONAL ULTRAMARINO.

The Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATOZ V. APCAR & Co., in the place and stead of Messrs. ROZARIO & Co.

O Gerente da Agencia.

DO BANCO NACIONAL ULTRAMARINO,

JOAQUIM L. C. GOMES.

Dated 31st August, 1907.

[706]

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE AT

PLAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LTD.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE IN KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 1st September, 1907.

TO LET.

LARGE AND SPACIOUS GODOWNS

NO. 9, 9A, 9B, 9C, and 10, PLAYA EAST.

Formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVEST.

Intimation.

W.M.
POWELL,
LTD.,
ALEXANDRA
BUILDINGS.

Fashions - -
of To-day.

EVERYTHING
FOR
LADIES'
WEAR.

COOLEST
SHOW-
ROOMS
IN
THE EAST.

COMPLETE
OUTFITS
FOR
CHILDREN'S
WEAR.

W.M. POWELL,
LTD.,
HONGKONG.

Intimations.

PATHE FRERES,

PARIS.

CINEMATOGRAPHS
AND
FILMS.NEW FILMS ARRIVE WEEKLY.
Price 43 cents (Straits Currency) per metre.SOLE AGENT FOR
The Straits, Burmah, Java, Sumatra, Siam,
Hongkong, The Philippines, &c.F. DREYFUS,
19, Stamford Road,
Singapore.776] THE CHINA PROVIDENT LOAN AND
MORTGAGE CO. LTD.

(CAPITAL PAID UP \$1,000,000.)

Undertakes and Executes

THE OFFICE OF
TRUSTEE EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,SHEWAN, TOME & Co.,
General Managers.

Hongkong, 22nd May, 1907.

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A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND
GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS

GREENADINE, GROSSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND
Other FRENCH MINERAL WATERSALSO
Large Assortment of CANNED GOODS

suitable for Pic-nic

Hongkong, 15th May, 1907.

[40]

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

8.45 p.m. and 9.45 p.m. to 11.15 p.m.
every half hour.

NIGHT CARS.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.45 a.m. to 12.00 noon. ... Every 15 minutes.

12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and

11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers,

Hongkong, 4th June, 1907.

[59]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOME & Co.,

General Managers

Hongkong, 2nd October, 1906.

[48]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

[60]

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

[61]

THE COMPANY'S SPLENDID POSITION.

Sir J. Fortescue Flannery said he was sure

they had all been exceedingly interested in

the lucid statement of the chairman, and he would

like to say a word of congratulation to them-

selves upon the splendid position to which they

had attained. He was one of the oldest share-

holders—he was an original shareholder—and

he had watched the company from its very be-

ginning. He ventured to say that the company

had never before been in so satisfactory and

promising a position. Since the last meeting

a change had taken place in the management

arrangements, and he considered it was very

fortunate indeed for the shareholders that

those who had had to negotiate that change

had been shareholders of the largest kind,

rather than merely managers. (Hear, hear.)

It had been very fortunate that the firm of

Sir Marcus Samuel & Company had

been so ready to resign the profitable

position of managers in the interest of the

shareholders generally. (Hear, hear.) They

had heard from the chairman how the change

had come about, and they perfectly understood

the position. In the balance sheet there was

an item of \$23,000 for management, and the

chairman had told them in his speech that that

item would in future largely disappear—that

was to say, that the cost of management in

future would fall, not upon the "Shell" Trans-

port Company only, but upon the combine,

and that the committee or central board would

control the wells, transport and distribution.

The change to the management arrangements,

though saving the cost of management, involved

an increase in the size of the board, and

necessarily some increase in the directors.

That increase was merely a transfer of a

portion of the savings of management. There-

fore he had the greatest pleasure in moving

that the remuneration of the directors of the

"Shell" Transport and Trading Company, Limited,

be increased to \$6,000 per annum, as

and from January 1, 1907. (Hear, hear.)

Mr. Cobrough seconded the motion, which

was at once carried.

On the motion of the Chairman, the retiring

directors, Messrs. Rickmers, S. Samuel and W.

F. Mitchell, were re-elected.

The election of Mr. H. W. A. Deterding, Dr.

A. J. Cohen Stuart, and Mr. W. H. Samuel as

directors of the company having been con-

firmed.

On the motion of Mr. Goetz, seconded by

Mr. Serens, the auditors, Messrs. Turquand,

Youngs and Co., were re-appointed.

THANKS TO THE CHAIRMAN.

Mr. E. Pembroke: I am sure you will all

agree with me that our best thanks are due to

the chairman and board, not only for all the

work and labour and anxiety they have had since

the formation of the company. They have carried

us through well. (Hear, hear.) I do not know

of any board which has so many able men

upon it, and I think their triumphs is that

they have carried through in such a successful

way this amalgamation. (Hear, hear.) It must

have been a very heavy, serious, and difficult

task. I hope the amalgamation will be as

advantageous to the Dutch Company as it is to

the "Shell" Company. I have no doubt that

both companies will prosper, and that when we

meet again we shall find ourselves in a still

better position than we are in to day. I have

pleasure in proposing a vote of thanks to the

chairman and to every member of the board.

Sir William Bisset, seconding, said he was an

original shareholder, and had watched the

fortunes of the company with great interest.

He especially admired the courage and ability

with which its affairs had been conducted.

(Hear, hear.)

The vote of thanks having been unanimously

accorded,

The Chairman suitably acknowledged the

compliment, and the proceedings terminated.

INDIGESTION—ITS SYMPTOMS,
CAUSE AND CURE.

All sufferers from Indigestion, Pains in the

Stomach, Nervousness, Palpitations, Flatulence, Insomnia, Distressing

Dreams, Should Read How This

Intimation.

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APPOINTMENT TO HIS EXCELLENCE THE
GOVERNOR AND HOUSEHOLD.ÆERATED
WATERS
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HIGHEST DEGREE
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PERFECTION.

OUR SODA WATER is the most wholesome daily beverage that can be taken.

OUR LEMONADE, ORANGE CHAMPAGNE, RASPBERRYADE, LEMON SQUASH, &c., possess the true flavour of the finest Fresh Fruits.

We would draw special attention to OUR LIME FRUIT CHAMPAGNE, which has the pleasant characteristics of the finest Lime Fruit.

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OUR SARSAPARILLA is not only a delicious drink but a blood purifier as well.

OUR STONE GINGER BEER since its introduction, has been steadily growing in popular favour.

A. S. WATSON & CO.,
LIMITED,CHEMISTS, ÆERATED WATER
MANUFACTURERS,
&c., &c., &c.

HONGKONG, CHINA & MANILA.

Hongkong, 31st August, 1907.

[3]

BIRTHS.

On August 24, 1907, at Shanghai, the wife of F. W. STEWART, of a daughter.

On August 26, 1907, at Shanghai, the wife of OFFLEY CREWE-READ, of a daughter.

On August 26, 1907, at Shanghai, the wife of B. VON FISCHERZETZ, of a son.

DEATH.

On August 20, 1907, at Tientsin, JOHN DOUGLAS ROSS, mate of the lightship *Taku*, born October 25, 1855.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 2, 1907.

ANOTHER HANDICAP FOR
SHIPPING COMPANIES.

The announcement that coal has advanced in price simultaneously with an increase of 5 per cent. in wages comes at an extremely inopportune time, for it will certainly mean that steamship owners will be still further embarrassed in their efforts to contend against the strenuous competition which is one of the most noteworthy signs of the times. We are not concerned with the causes which have led the English collieries to demand higher rates for their product, or the story that the increase in wages is due to the scarcity of miners. What we are concerned about is the probable effect this enhanced rate in coal quotations will have on the shipping of the Far East, and of Hongkong, in particular. Since the Japanese mercantile fleet was augmented by the return of the vessels which are subsidised by the Government of Japan, and were withdrawn from the commercial service during the war, there has been a continuous effort on the part of the Japanese shipowners, backed by the Government, to monopolise the coasting trade in Eastern waters from Vladivostok to Singapore and to do so by every means in their power. An attempt was made to capture the Yangtze trade for the vessels belonging to a Japanese shipping ring, but that has not turned out altogether successful. Again, it was sought to oust the Norddeutscher Lloyd from the Bangkok-Swatow-Hongkong route, but it was admitted at the annual meeting of the Nippon Yusen Kai-sha that the effort had proved practically failure. Intent upon their original design to obtain a share of the lucrative Siamese traffic, it was decided by the premier shipping concern of Japan to make Singapore the headquarters of the southern coasting fleet, which meant, of course, that they were prepared to throw down the gauntlet to the N.D.L. Whether that scheme

has been set in operation so far does not appear, but that the German company are not blind to their own interests or inclined to surrender a single iota of the advantages which accrued to them as the result of their absorption of the Scottish Oriental line is manifest by the fact that two vessels specially designed for the requirements of the Singapore-Bangkok run are now in course of construction in Singapore to the order of the N. D. L. That signifies that the gauntlet has been taken up and the gage accepted. While the spirit of competition is admirable in its way and productive of the most satisfactory conditions for the shipper, it cannot continue for ever, and in the end it is the shipper who has to bear the brunt of the fight for supremacy. But in tackling the N. D. L. the N. Y. K. have found themselves engaged with a colossus armed *capha-pia*. The increased cost of English coal is calculated to have its most marked effect on those shipping companies which being without great financial resources or minus the substantial aid of a paternal Government are at present carrying on a sort of guerrilla warfare in the hope that at a later date they may participate in the returns which will compensate them for their present struggle. That Japanese companies will experience the least inconvenience from the increased cost of English coal is not to be believed. While Japanese coal is decidedly inferior to the Cardiff product it satisfies the needs of an economical people, and the recent Imperial order which, it has been stated, is now in operation prohibiting the exportation of coal from Japan will prevent vessels flying the flag of other nations from turning to the cheaper article in order to reduce working expenses. Of course that order is only another instance of Japan's solicitude for her mercantile marine. It may be said that the mines of Acheen, through the port of Sabang, may supply coal at a rate which will compare favourably with the prevailing prices charged for the Japanese variety, but the invariable tendency is for the cost of industrial products to rise or fall in sympathy with the demand for the premier class, and it is scarcely probable that the Sumatran collieries will fail to understand or take advantage of the situation. Australian coal might possibly obtain a real footing in the Far East, but the Australian people, in the coal trade, as in the flour industry, are so busily engaged in discussing

questions affecting the parish pump and searching the dictionary for epithets of reproach to hurl at their political opponents, that they have little or no time to devote to the extension of their overseas markets. About two years ago a prospecting party was despatched into the New Territories to discover whether there was any truth in the reports that minerals in abundance—and in paying quantities—could be found there. The character of the report which the engineers submitted on their return may be gauged from the fact that application was made for a mining lease covering a square mile of territory in the Shatin district, and it was granted by the Government to Sir Paul Chater in January last. The prospectors, it was reported, found rich deposit of magnetite iron of very best class for the manufacture of steel. Where there is iron there is usually coal, and if it should be discovered that the New Territories are endowed with a superfluity of coal seams the outlook for Hongkong should be highly promising. Perhaps when His Excellency Sir Frederick Lugard takes his next jaunt across the mainland he may be induced to devote some attention to the mining possibilities of the New Territories. There is the further possibility that the expedition now in Borneo to prospect for gold, tin, silver, lead, oil, iron and coal may return with cheerful tidings regarding the presence of the last-named mineral. In that event the Japanese prohibition might be regarded with equanimity and even enjoyment, and the prospect of high charges would be dispelled. As is, with a surcharge of ten per cent. on passenger fares to Europe by the Conference line, an increase in the cost of the carriage of freight owing to the appreciation in the cost of coal, and an ever-extending competition among the shipping concerns, it is difficult to judge whether the shipper or the company will in the end be the most hardly used.

LOCAL AND GENERAL.

SIR Thomas Lipton will challenge for the America Cup.

A WAR of rates between the Atlantic shipping lines is threatening.

The corporation of the Korean Emperor took place at Seoul on 27th ult.

The Rev. A. D. L. Ennis, Chaplain at Chelsea Barracks, is to be appointed to Hongkong.

The appointment of Lieutenant A. G. Hamilton to the *Tamar*, receiving ship at Hongkong, has been cancelled.

Sir Matthew Nathan was to sail for South Africa on August 10 to take up his duties as Governor of Natal.

THE marriage is announced of Senator J. M. Valdez, formerly Portuguese Consul-General at Shanghai, to Mme. Leonie Freire, daughter of a former Belgian Consul at that port.

An interim dividend of twenty-five per cent upon the capital in respect of the 1906 crop, payable on the 1st inst., has been declared by the Shanghai-Sumatra Tobacco Co., Ltd.

DANOIER, alias Vijn, assistant-Postmaster at the Khabarovsk Post Office, who absconded with Rs. 10,000, has been arrested near Tokio at the instance of the Russian authorities.

M. ELIHU ROOT, U. S. Secretary of State, is suffering from nervous breakdown. He has been prescribed three weeks' rest cure in a sanatorium, the location of which is not announced.

A NEW YORK despatch of 27th ult. says:—The Navy Department at Washington announces that sixteen battleships six torpedo-boat destroyers, nine colliers and two supply ships will proceed to the Pacific.

THERE will be a meeting of the sub-committee of the Soldiers' Club at the Soldiers' Club at 2 p.m. on Wednesday, the 4th inst., to consider the question of amending the rules for the Soldiers' Club Football Competition.

THE Chinese Engineering & Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending August 17, 1907, amounted to 22,047.17 tons, and the sales during the same period to 19,356.12 tons.

SECOND Lieutenant L. F. Stone-Stansley, Middlesex Regiment, having been transferred from the 4th Battalion, Londonderry, to the 3rd Battalion, Hongkong, has been removed at his own request from the list of candidates for appointment to the Army Service Corps.

THE wedding took place on 28th ult. at Shanghai of Mr. Charles J. Head, of the Shanghai Hongkew Wharf Co., Ltd., to Miss A. Chatham, daughter of the late Mr. John Chatham. Both bride and bridegroom have long been residents of Shanghai and were the recipients of hearty congratulations from innumerable friends.

THE officer commanding the 4th Battalion Middlesex Regiment has received orders to prepare a draft of 152 non-commissioned officers and men to join the 3rd Battalion, Hongkong. This draft will embark on the s.s. *Sicilia* at Southampton about October 31 next for conveyance along with other drafts to the Far East.

IN regard to the question of redeeming the Yunnan Railway from the French syndicate concerned, H. E. Liu Shih-hsun, Chinese Minister at Paris, has now informed the Waiwupur that the French Government is not willing to entertain the idea, until, at least, after the completion of all the lines which had been agreed upon.

AT the instance of Constable G. Bird, the master of eight cargo boats were charged before Commander Basil R. H. Taylor, in the Marine Magistrate's Court to-day with lying alongside the steamship *Alerts*, on Saturday, in such a way that free access to the Northern Ferry was blocked. The accused had nothing to say and had to pay \$10 each for their misbehaviour.

SIGNOR C. Baroli, Italian Minister at Peking, has been decorated by their Imperial Majesties with the Star of the Double Dragon of the First Class, Third Division, in recognition of His Excellency's efforts in promoting friendly relations between China and Italy. The *N. C. D. News* understands that the Italian Minister is about to return home on a well-earned furlough.

YESTERDAY morning, a young Chinaman was found by the police lying in Des Vieux Road, immediately opposite the back of the City Hall, in an unconscious condition. He died on the way to the Government Civil Hospital. The cause of death is not known. The theory advanced, however, is heart failure. Decoated was later identified as Leung Lam, an umbrella mender, of First Street, West Point.

MARQUIS SAJIMI, the Japanese Prime Minister, has issued instructions to his Ministers to the effect that now that friendship is restored between Russia and Japan and the Agreement has been concluded, the people should endeavour not to entertain any misconceptions, but to comply with the spirit of the Agreement. This step presumably has been taken in view of the recent stories of Russian spies in Japan.

WHEN the name of G. Dougall Morrison was called at the Magistracy, this afternoon, to attend the Coroner's inquiry, his owner failed to put in an appearance. Three-quarters of an hour later, Mr. Morrison turned up, looking very haggard. After the inquiry, he was asked to explain his absence. "I was at work in the harbour," he replied. Mr. Morrison was then told to be sure that he would be present at the Hongkong Hotel inquiry to be held on Wednesday afternoon.

THE narrow escape which the *Southern Star* of the Ferry service had from a collision with a Naval Yard launch in the morning of the 28th ult. was related to Commander Basil R. H. Taylor, R.N., in the Marine Magistrate's Court to-day. Mr. E. Bruce Shepherd said he was sitting off on the *Southern Star* when he noticed the Naval Yard launch *G. C. 49* overtaking them, evidently trying to cross the bows of the ferry boat. When a collision seemed imminent the *Southern Star* was stopped and the Naval Yard launch managed to scrape past. The Magistrate suspended the certificate of the Master, Tang Kan, of the launch for one month, and ordered him to appear for examination as to his proficiency before receiving his certificate back.

CORONER'S INQUIRY.

THE DEATH OF THE DIVER.

This afternoon, at the Magistracy, Mr. F. A. Hazelton presiding as Coroner, and a jury comprising Messrs. H. H. Wynne, J. T. d'Almada e Castro and W. G. Clarke, conducted an inquiry touching the death of Lam Shek Kong, a diver, whose death came about on the 16th ult., while at work in the harbour, particulars of which we reported in a previous issue.

Dr. C. M. Hearnley, officer in charge of the public mortuary, was the first witness called. He said that on August 17th he examined the body of a Chinaman named Lam Shek Kong. The cause of death, in his opinion, was asphyxia. There were no injuries on the body. Lam Shek, a diver, stated that he was engaged by the deceased, who was also a diver. On the day in question deceased went down into the water to look for coal. Witness remained on the junk holding the air tube. Another diver had hold of the life line. About an hour after deceased entered the water the air tube burst. Wong U Fat, the diver who had hold of the life line, was then told to pull deceased up, but it was discovered also that the life line had been cut. Witness and two others hurried over to Yau-mati to get another diving suit. When this was secured a diver named Lum Ping went down and recovered the body.

Wong U Fat, another assistant diver, said he held the life line for deceased when he entered the water. Suddenly the first witness ordered him to pull deceased up. Witness signalled below, but found the rope slack. Then he started to pull and found the life line cut. By a Juryman—Which broke first, the air tube or the life line?—The air tube.

Lum Ping, a diver, spoke as to entering the water when it became known that deceased's life line had been cut. Getting below witness found deceased lying at the bottom of a sunken junk. The air tube had parted and the life line cut. The body was lashed to the side of the junk. Witness released the body and brought it to the surface.

By a Juryman—With what line did he attach himself to the junk? The life line or the holding-down line?—The holding-down line was made fast to the life line.

Then there could be no communication, as this is done by tugging at the life-line, and if attached to anything it would stop all communication.

E. F. Gibson, a submarine engineer, explained that a junk was sunk within the cable area, of Kowloon Point, in about 13 fathoms of water. Witness gave the contract to deceased and his brother to remove the coal from the junk.

THE CORONER—How do you come in this?

I have a contract with Government to remove all obstructions in the cable area.

Continuing, witness said that the deceased had been working for him for nearly seven years. During the past twelve months he did very little diving work as he had taken to the opium habit. On the day in question the deceased became ill and deceased took his place.

THE CORONER—Are you a diver?—Yes, and have been so for seven years.

The first intimation witness got of the death of the diver was received by him at his house, Moreton Terrace, at three o'clock that afternoon. Witness went over at once. After undressing deceased, witness examined the diving gear and found that the life line had been cut and the air pipe carried away. Here witness explained briefly the workings of a diver. The junk, witness said, was lying E. by S.W. Owing to the position of the submerged wreck, lying practically across an ebb tide, a diver in going down makes fast his air pipe and life line to the stringer of the wreck, to prevent himself being washed away. He lies himself in that position to relieve the pressure caused by the tide on his air pipe and life line.

THE CORONER—Then how do you explain this accident?

The air pipe was jammed between the side of the junk and a wire that was used to keep one junk over the other. This pinched the tube. When the air pipe carried away it dropped into the junk, the life line still being intact. The diver finding the air was short became flustered and cut the wrong rope. The reason why the life line was cut so far away from the body of the diver is because the place where it was cut was attached to the holding-down rope.

Proceeding, witness said that if a man kept cool there was no danger if his air pipe gave, as there was enough air in his suit to keep him alive for about two and a half minutes, provided he took the proper course. What deceased should have done was to shut his mouth and stuff ore finger into the hole of the air pipe. Witness was of opinion that if deceased had not made a mistake and cut his life line he would have been alive to-day.

That concluded the inquiry. The jury brought in a verdict of death by misadventure.

OPIUM HOUSES AT SHANGHAI.

On the 26th ult., Mr. H. Law asked the Foreign Secretary whether he has any official information to the effect that 700 opium houses in the native city of Shanghai had been closed, but that similar houses in the foreign settlements to the number of 1,000 remain open; and, if so, will he say what is the ground of the distinction; and whether he proposes to take any steps in the matter.

Sir E. Grey said: The reply to the first part of the question is in the negative. According to the latest information received, discussions are still proceeding among the Chinese authorities as to the practical steps that should be taken in the native city, and meanwhile no action is being taken in the foreign settlements. The foreign municipal authorities have, however, stated their intention to support to the full extent of their power any practical measures that may be taken by the Chinese authorities. I have asked to be kept informed of any progress in the matter.

THE "INDRAVELLI" AFFRAY.

MORE WITNESSES EXAMINED.

Two more witnesses were examined at the Police Court, this forenoon, in connection with the *Indravelli* stabbing case, in which two seamen—Riley and Dean—are being charged with cutting and wounding the third officer of the vessel—Mr. G. C. Thorpe—on Friday morning.

The first witness called to the stand was a Norwegian fireman named Floyd. He stated that soon after the stabbing affray had taken place he saw the two defendants. Riley was holding a razor in his hand. As witness was walking forward, Dean approached him and asked witness if he wanted a fight. Witness asked what for, whereupon Dean, he said, seized him by the throat and waving a sheath knife over his head, threatened to stab him if he refused to fight. Witness remained on the junk holding the air tube. Another diver had hold of the life line. About an hour after deceased entered the water the air tube burst. Wong U Fat, the diver who had hold of the life line, was then told to pull deceased up, but it was discovered also that the life line had been cut. Witness and two others hurried over to Yau-mati to get another diving suit. When this was secured a diver named Lum Ping went down and recovered the body.

The second witness was Thos. Knockton, one of the firemen who was arrested on suspicion of being implicated in the matter, but who, with two others, was discharged on Saturday. His evidence was solely to the effect that when he reached the deck on the morning in question he saw two men struggling with the officers.

At this stage the case was further adjourned until Tuesday next.

CANTON DAY BY DAY.

WATERWORKS.

[From Our Own Correspondent.]

Canton, August 31. The Canton Waterworks Company has now begun the work of connecting the water tower in the old site of the Chang Shou Monastery with the principal water main of the city, leading to the city proper the new city, and the Western suburb. Extra workmen are being put on the different sections to hurry on the completion of the work.

ACTING VICEROY WU.

Acting Viceroy Wu has laid aside all affairs in connection with his official duty, pending the arrival of the newly appointed Viceroy Chang.

POLICE SCHOOL.

The students of the School for Police have completed their course of studies and to those who have passed their final examinations satisfactory certificates will be issued by the Canton Bureau of Education. The presentation of the certificates will take place on the 5th proximo.

SHIP OWNERS' ASSOCIATION.

The Canton Bureau of Agriculture, Industry and Commerce have sanctioned the formation of the Canton River Steamship Owners' Association by

duplicating library

Telegrams.

[Advertisers.]

Cotton Growing.

London, 30th August.

A special Commission will presently leave the Republic of Columbia for Great Britain to study, among other things, cotton growing in the British Empire, with a view of developing cotton growing in Columbia.

The Commission will visit Ceylon and the Straits Settlements, and afterwards Japan.

The Deceased Wife's Sister Bill.

The Archbishop of Canterbury has recommended the Clergy not to celebrate marriages with a deceased wife's sister.

Later.

Oriental in the United States and Canada.

Oriental Exclusion Leagues of the Pacific coast, the United States and Canada are planning a convention to which the delegates of every League will be present.

The Price of Coal.

The rise in the price of coal generally, announced simultaneously with a 5 per cent. increase of wages, is due to the extraordinary demand, especially by foreign countries, and the shortage of miners.

H. M. S. "Commonwealth."

31st August. The repairs to the Commonwealth will occupy three months.

The State of Ireland.

Armed Moonlighters attacked a house at Athlone, firing at the windows.

The police patrol returned the fire.

No arrests were made.

FLOODS IN JAPAN.

THE BRITISH AMBASSADOR'S VILLA FLOODED.

[V. E. D. News.]

Tokio, August 26. The continuance of the rains is without precedent in the last fifty years. Enormous damage has been done in Tokio and the nine adjacent Prefectures, including Nikko and Hakone. Tokio is practically isolated and provisions are running short.

At Nikko where the foreign Ambassadors and Ministers are staying, the villa of Sir Claude Macdonald, the British Ambassador, has been inundated, and His Excellency has been obliged to move.

Tokio, August 27. The rains continue and inundations are now reported in Kyoto, Otsu and other places in the West.

RAILWAY TRAFFIC RESUMED.

Tokio, August 28. The Tokio-to-kyo Railway, and others, have now resumed running. Troops are assisting in the work of relief in the northern outskirts of Tokio and at Fukuchiyama (Tamba Province).

At the latter place the fatalities exceed 800, while the number of people rescued by the troops amounted to 10,000.

THE OPIUM QUESTION.

In the course of the debate on Foreign Affairs, Mr. Rees said, that not long since an edict was issued by the Chinese Government regarding the suppression of the opium traffic. Whether or not that edict was to be seriously taken he did not know, but if it was there was a matter of 3,500,000 or 4,000,000 of revenue involved for India, and he would like to know how the Indian Government was to be recouped for this loss on opium cultivation. He was not opposing the suppression, but he spoke in the interests of the Indian Government and the royal. The trade in opium between India and China was a tenth of the whole consumption; and, if we were to take the action suggested, let it be made clear that we did not wish the natives of India to pay for this relief of consciences in this country. (Cheers.) Let it be known what was to be done by Persia, French Indo-China, and the Dutch Government, who also supply opium. This matter had not received the attention it deserved; it had escaped notice in the high tide of humanitarianism, which was to sweep away the opium trade.

THE WRATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 1st at 5.30 p.m.—Signals lowered. On the 2nd at 12.05 p.m.—The barometer has risen moderately in the neighbourhood of Hongkong, and slight rain has taken place also over N. China and Japan.

Pressure is high over N. China and the Sea of Japan, and low over the N.W. part of the China Sea, and over the Pacific to the N.E. of Luxon.

Fresh to strong N.E. winds are expected to prevail in the Formosa Channel, and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.73 inch.

FORECAST.

1.—Hongkong and neighbourhood, E. to N.E. winds, fresh; equally showery.

2.—Formosa Channel, N.E. winds, fresh to strong.

3.—South coast of China between Hongkong and Lascassas, same as No. 1.

4.—South coast of China between Hongkong and Macao, S.E. to E. winds, fresh.

SATURDAY'S GYMKHANA.

A SUCCESSFUL MEETING.

Taking everything into consideration, Saturday's meeting of the Hongkong Gymkhana Club—the fourth of the season—proved a distinct success from every point of view. The weather, which had been gloomy during the earlier part of the day, brightened up somewhat in the afternoon and by the time the first saluting gun was rung Old Sol was smiling in all his glory, while a slight breeze fanned the course.

Taking advantage of the favourable conditions of the weather a large number of enthusiasts journeyed to the race course. From the stately city to the picturesque Valley was a delightful change and at least half an hour before the hour fixed for the first race, crowds of men and women had assembled in the grandstands, others preferring to promenade in the compound. His Excellency the Governor, Sir Frederick Lugard, who was accompanied by Lady Lugard, and his A.D.C.s, arrived shortly after the first race had been decided. The Band of the 3rd Middlesex Regiment struck up the National Anthem. After this, Mr. C. H. Ross, the Judge, welcomed the gubernatorial party to the course, and later they were conducted to the stand.

Over the whole the racing was good, the handicapping, thanks to Major Parker, being faultless, and the finishes exciting. The track was in fine condition, though a trifle holding, the result of the morning's shower. The jimes, with the exception of the Challenge Cup, were considered slow. The first race brought forth a comfortable field of five ponies, and a minor of The Veteran were pleased to see him marking out his course home on the champion, though unknown, Astral. Although five ponies started in this event only four did the running. Velocity (Roberts up) bolted up the bank near the Football Club's dressing shed. Next came the big race of the afternoon—the Challenge Cup. This proved to be the most exciting race of the day. Coxcomb had hot favor, Blue Nile fanciers did not desert him, while a number dropped on Manchurian Chief on the off chance. Coxcomb did the running as fast as "Calvair," when Blue Nile drew up level, Manchurian Chief dropping behind at every stride. When the first two mentioned ponies entered the straight it was evident that a hard fight was in progress. But as they got nearer and nearer the winning post it was seen that Blue Nile and his able rider were not to be defeated—on this occasion, at least.

The Ladies' Nomination Event—the Costume Race—was the most amusing feature of the day. That it "looked on" was evident from the roar of laughter that rose when the disguised parties made their appearance on the course. The first prize was awarded to Mrs. F. H. May for her well-got up costume.—The White Knight. Mr. R. F. C. Master was the first to reach the post home.

The least that can be said of the so-called jumping competition was that it was an utter failure.

A very interesting event was the tussle for the Tent-Pegging Cup. There was a large entry, but only a few of the competitors managed to raise the peg, the remainder not only failing to get near the objective, but lacked pace, and style, the latter especially.

The last race produced the biggest field of the day and also the best ponies. Blue Nile apparently went but to keep the pace for his stable companion—Astral—who won after a severe struggle with Coxcomb.

1—4 p.m.—THREE QUARTERS OF A MILE FLAT RACE—Handicap—for all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: \$15. (Entrance fees to go to winner.)

Mr. G. C. C. Master's Astral, 156 lbs (Owner) 1

(Owner) 2

Mr. E. A. Hankey's (ff Chance, 147 lbs) 1

(Mr. R. F. C. Master) 3

Mr. Robert's Velocity, 139 lbs* 1 (Owner) o

Mr. A. Morley's Southdown, 137 lbs* 1 (Owner) o

* 5 lb allowance.

After one false start, the field got away fairly evenly. Kingston took up the rail position and led, the bunch trailing but a few yards in the rear. As the ponies were coming round the bend Velocity shied and bolted up the embankment near the Football Club's dressing shed. Kingston continued to lead as far as "Calvair," when "Astral" shot away from the bunch and challenged. On the way to the village the ponies, with the exception of Southdown, who was out distanced, fought again. At this juncture things got exciting. When the ponies entered the home run Astral took inside position, Kingston and Offshance coming up strong behind. However, the lead Astral had secured after entering the straight could not be contested and he ran home victorious by about five lengths, Kingston running up second scarcely half a length from Offshance.

Time—1.06 3/5. Dividend—\$8.50.

Sweeps—1st \$144.15; 2nd \$126.90; 3rd \$63.45.

7—6.35 p.m.—One Mile and a Quarter Flat Race, Handicap—for all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: \$15. (Cup presented by Mr. Hollinger, and prize: \$25. (Entrance fees to go to winner.)

Mr. G. C. C. Master's Astral, 149 lbs* 1 (Owner) 1

(Owner) 2

Mr. W. S. Dupree's (ff Chance, 147 lbs) 1

(Mr. R. F. C. Master) 3

Mr. Robert's Velocity, 139 lbs* 1 (Owner) o

Mr. A. Morley's Southdown, 137 lbs* 1 (Owner) o

* 5 lb allowance.

After one false start, the field got away fairly evenly. Kingston took up the rail position and led, the bunch trailing but a few yards in the rear. As the ponies were coming round the bend Velocity shied and bolted up the embankment near the Football Club's dressing shed. Kingston continued to lead as far as "Calvair," when "Astral" shot away from the bunch and challenged. On the way to the village the ponies, with the exception of Southdown, who was out distanced, fought again. At this juncture things got exciting. When the ponies entered the home run Astral took inside position, Kingston and Offshance coming up strong behind. However, the lead Astral had secured after entering the straight could not be contested and he ran home victorious by about five lengths, Kingston running up second scarcely half a length from Offshance.

Time—1.37 2/5. Dividend—\$7.75.

Sweeps—1st \$190.60; 2nd \$111.60; 3rd \$55.80.

2—4.30 p.m.—GYMKHANA CLUB CHALLENGE CUP—Distance one mile. For all China ponies. Catch weight at 10st. 6lb. Winners of an open race or open griffin race 5lb. extra. Non-winning subscription griffins allowed 5lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5lb. Entrance fee \$5. 1st prize: \$15. (Entrance fees to go to winner.)

Mr. G. C. C. Master's Astral, 149 lbs* 1 (Owner) 1

(Owner) 2

Mr. W. S. Dupree's Coxcomb, 161 lbs* (Dupree) 1

(Owner) 3

Mr. E. A. Hankey's Manchurian Chief, 143 lbs (Clarke) 1

* 5 lb allowance.

The light was just fading away as this mob was sent away. Passing the Stand, Velocity was sent away. As the ponies were coming round the bend Velocity shied and bolted up the embankment near the Football Club's dressing shed. Kingston continued to lead as far as "Calvair," when "Astral" shot away from the bunch and challenged. On the way to the village the ponies, with the exception of Southdown, who was well ridden, led, followed closely by Blue Nile, until but a few yards from home, when the Nile "sidestepped" and Astral shot home winner. Coxcomb taking second place honour, the great Blue Nile remaining content in third place.

Time—2.47 2/5. Dividend—\$11.70.

Sweeps—1st \$350.10; 2nd \$101.60; 3rd \$51.30.

LIEUTENANT AND Quartermaster C. A. BENSON, Royal Army Medical Corps, Carnaby, has been ordered to embark for Tientsin, North China, early in October, and Lieutenant and Quartermaster J. Gleeson, of the same department, Belfast, has been similarly ordered to Hongkong.

FORECAST.

1.—Hongkong and neighbourhood, E. to N.E. winds, fresh; equally showery.

2.—Formosa Channel, N.E. winds, fresh to strong.

3.—South coast of China between Hongkong and Lascassas, same as No. 1.

4.—South coast of China between Hongkong and Macao, S.E. to E. winds, fresh.

At the conclusion of the season a cup will

be presented by Commodore R. H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

Mr. G. C. C. Master's Blue Nile, 156 lbs.

Mr. Dryasdust's Coxcomb, 161 lbs (Dupree) 1

Mr. E. A. Hankey's Manchurian Chief, 143 lbs (Clarke) 1

Coxcomb and Blue Nile started out heavily backed, the fancy, however, being on the former pony. The "offshancers" laid on the outside—Manchurian Chief. When the Bag fell Coxcomb took the lead, Manchurian Chief second, and Blue Nile, hard held fast. Passing the judge's stand the ponies grouped. This state of affairs was upheld until the Football shed was negotiated when Coxcomb was forced to make the pace with the Chief. Approaching the Rock the Chief relinquished, and Blue Nile was given his head. At the village the two champions drew neck and neck. Towing the bond it was seen that Blue Nile had the lead, which he kept to the finish, winning by several lengths. Time—2.00.

Dividend—\$9.40.

Sweeps—1st \$378; 2nd \$108; 3rd \$54.

3—4.45 p.m.—LADIES' NOMINATION—COSTUME RACE—About 200 yards round a post and in. Ladies to provide the costumes.

Prize for the first man in Prize for best costume, adjudged such by a sub-committee to be appointed by the committee of the Gymkhana Club. Entrance fee \$5. Prizes presented by the Club.

The Costume Race resulted as under:

Mrs. May, The White Knight, 1

Mrs. Stedman, The Ballet Girl, 2

Mrs. Bailey, Diana Vernon, 3

The prize offered for the first man in was won by Mr. R. F. C. Master. Mr. T. G. Vernon was second, Mr. G. Marshall third.

4—5.20 p.m.—JUMPING COMPETITION.—Open to all China ponies. To be ridden by members of the Gymkhana Club or officers of the Army or Navy. Three heights over a bar. Each competitor allowed one run at each height. Entrance fee \$5. 1st prize presented, and prize: \$5.

Mr. G. C. Moxop's Box (R. F. C. Master) 1

Mr. C. H. Ross, Ben Wyvis (Dupree) 2

Dividend—\$9.40.

Sweeps—1st \$491.40; 2nd \$140.40, 3rd \$70.20.

5—5.45 p.m.—TENT-PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadbroom, C.B., for China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two Gymkhanas this season to count marks scored by them at this meeting towards aggregate only. Memoranda presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two Gymkhana meetings.

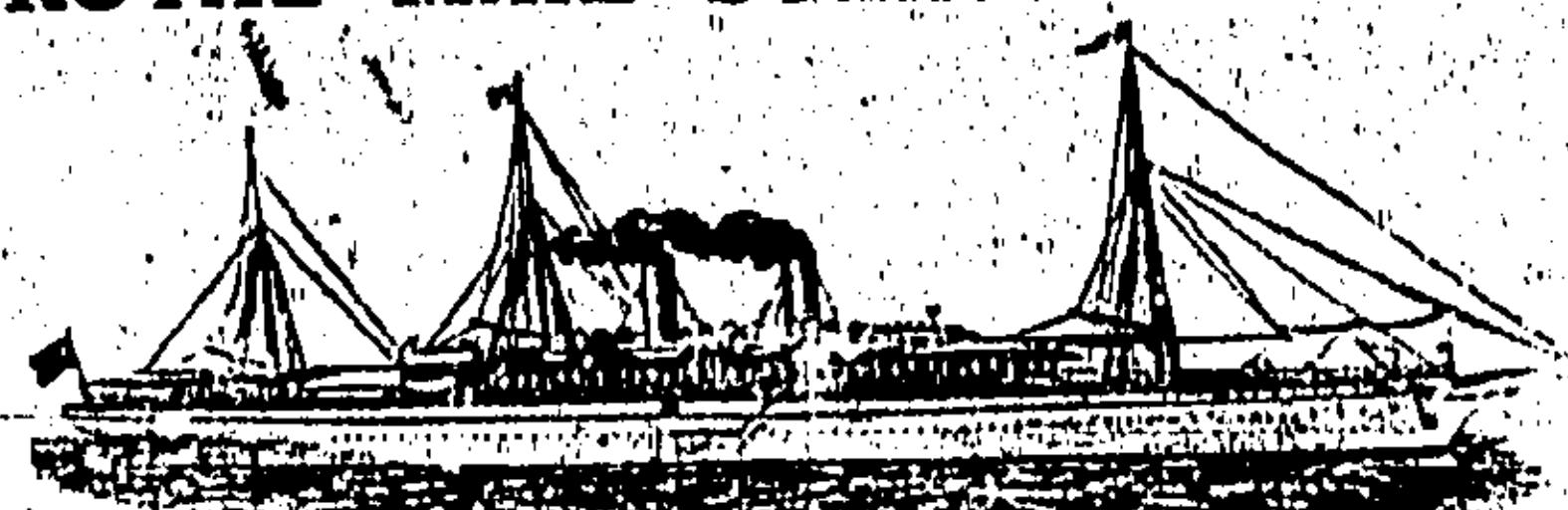
Dividend—\$9.40.

Sweeps—1st \$491.40; 2nd \$140.40, 3rd \$70.20.

6—6.05 p.m.—WELTER RACE.—Half a mile. For all China pony hacks passed as such by the committee of the Gymkhana Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weight over 12st. 7lb. Riders to be not less than 1st. 7lb, in ordinary riding breeches, boots, gaiters and shirts. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entr

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CANADIAN PACIFIC RAILWAY COY'S
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Luxury—Speed—Punctuality.

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PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,250	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPEROR OF CHINA"	6,000	THURSDAY, Sept. 12th	Oct. 14th
"EMPEROR OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Nov. 11th	Dec. 9th
"TARTAR"	4,250	WEDNESDAY, Dec. 4th	Dec. 28th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £11.10.

Steamers, and 1st Class on Railways, via St. Lawrence £40. via New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight, and Passage, apply to D. W. CRADOCK, General Traffic Agent for China, Hongkong, 29th August, 1907.

Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SGAPORE, PENANG & CALCUTTA	KU HSANG	TUESDAY, 3rd Sept., 3 P.M.
SHANGHAI	HANGSANG	TUESDAY, 3rd Sept., 4 P.M.
MANILA	YUENSANG	FRIDAY, 6th Sept., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Grosje. Return.
Penang	85 130
Calcutta	105 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 31st August, 1907.

[6]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

CEBU & ILOILO	"KAIFONG"	3rd Sept., 4 P.M.
MANILA	"TSAN"	3rd "
SWATOW & SHANGHAI	"LINAN"	3rd "
HOIHOW, PAKHOI and HAIPHONG	"CHIHLI"	4th " daylight.
SWATOW & SHANGHAI	"YOOHOW"	5th " 4 P.M.
SWATOW & SHANGHAI	"YOOHOW"	6th "
MANILA, ZAMBANGA & COLONIES	"TSINAN"	7th "
WEIHAIWEI, CHEFOO & TIENTSIN	"HUIHOW"	7th "
MANILA	"TAMING"	10th "
YOKOHAMA & KOBE	"CHINGTU"	10th "
CHEFOO & NEWCHWANG	"KWEIYANG"	10th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 2d September, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates.
ZAFIRO	2,540	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
RUBI	2,540	Almond	"	SATURDAY, 14th Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 19th August, 1907.

[5]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship

To sail

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SHEWAN TOMES & CO.,

General Agents.

Hongkong, 5th July, 1907.

[6]

Shipping Steamers.

HAMBURG-AMERIKA LINIE.

159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 1st Oct.

HABSBURG 6th Sept.

SILESIA 2nd Nov.

RHENANIA 2nd Oct.

HONGKONG, 2nd September, 1907.

[3]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,
VIA PORTS AND SUZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 7th Sept.

S.S. "SIKHI" 5th Oct.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" 14th Sept.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

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Hongkong, 21st August, 1907.

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AND

IQUIQUE via JAPAN PORTS

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With option to call at MEXICAN and other

Coast ports.

Stearns

Tons

To sail

"KASATO MARU" 6,100

About Middle

of Oct., 1907

"KATHERINE PARK" 5,000

About End of

Nov., 1907

Taking Freight and Passengers to other

Easter and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,

Manager,

York Building.

Hongkong, 2d September, 1907.

[15]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

Shipping.

Arrival.
Cin. Br. slop, 1,070, C. D. S. Raikes, 1st Aug.—Vehmeyer 16th Aug.
Talson, Ch. s.s., 1,110, F. Stephen, 1st Aug.—Shanghai 29th Aug., Gen.—C. M. S. N. Co.
Fukusho Maru, Jap. s.s., 1,000, T. Ito, 31st Aug.—Amping 28th Aug., Gen.—O. S. K.
Polynesian, Fr. s.s., 3,547, Broit, 1st Sept.—Shanghai 20th Aug., Mails and Gen.—M. M.
Haitan, Br. s.s., 1,163, J. S. Reach, 1st Sept.—Foochow and Amoy 32d Aug., Gen.—D. L. & Co.
Samson, Ger. s.s., 958, F. Schmitz, 1st Sept.—Bangkok 23d Aug., Rice, Meal and Wood—B. & S.
Choyang, Br. s.s., 1,424, A. E. Sandwick, 1st Sept.—Shanghai and Swatow 28th Aug., Gen.—M. & Co.
Kwangs, Br. s.s., 1,128, Stott, 1st Sept.—Swatow 31st Aug., Ballast—B & S.
Australia, Fr. s.s., 3,543, H. Verros, and Marelles and Saigon 20th Aug., Mails and Gen.—M. M.
Rubi, Br. s.s., 1,621, R. W. Almond, 2nd Sept.—Manila 21st Aug., Gen.—S. T. & Co.
Palembang, Dut. s.s., 1,119, N. J. Dalmyer, 2nd Sept.—Pulo Sambo 26th Aug., Oil in bulk—Order.
Beaufort, Br. s.s., 2,505, R. Kroble, 2nd Sept.—London 2d July, Gen.—G. L. & Co.
Manila, Br. s.s., 2,771, T. E. Andrews, R. & R., 2nd Aug.—Antwerp 13th July, and Singapore 28th Aug., Gen.—P. & C. S. N. Co.
Sulberg, Ger. s.s., 782, C. Uppi, 2nd Sept.—Swatow 31st Aug., Ballast—S. & Co.
Clearances at the Harbour.
Polyenes, for Saigon.
Taishun, for Canton.
Choyang, for Hongkong.
Sulberg, for Haiphong.
Ecclis, for Canton.
Palembang, for Canton.
Australia, for Shanghai.

Departures.

Sept. 1.
Dafin Maru, for Swatow.
Watshing, for Swatow.
Sept. 2.
Australia, for Shanghai, &c.
Choyang, for Canton.
Taishun, for Canton.
Passengers arrived.
Per Kwanges, from Swatow—Mrs. Sterling and children.
Per Samun, from Bangkok—Mr. White, (American Consul).
Per Fukusho Maru, from Amping—Father Roodiere, and 92 Chinese.
Per Choyang, from Shanghai, &c.—Paymaster Auld, U.S.N., Mr. F. Bevington, and 128 Chinese.
Per Haifan, from Coast Ports—Misses Bruhn (2), Masters Jenkins (2), Misses Jenkins (2), Masters Jenkins (2), Misses Wright, Phillips and Tom Ruby.

Per Australia, for Hongkong from Colombo—Mr. Paquier, from Singapore—Messrs. Goh Kong, Ah Sao and Chung Lupo, from Saigon—Mr. and Mrs. Clot, Rev. Robert, and 253 Chinese, for Shanghai from Martellies—Messrs. Medard, Kail Kiatrap, H. Trai, Tsung Hu, P. Biun, Missey S. Salency, H. Paris, Messrs. Leven and W. Bissett, from Singapore—Mr. G. Guinberg, from Saigon—Messrs. H. Monod, Quental C. Miller, and Antonie, from Saigon, for Kobe—Mr. and Mrs. Fischer, for Yokohama—Messrs. Luang Visut, Kose, Fratello, and Mrs. Cimino.
Per Manila, from London—Mr. S. Stanley Per Rubi, from Manila—Mr. and Mrs. S. Bohmanson and child, Mrs. Si clair, Messrs. G. Moreno, J. Leon and A. Gabb.
Per Polynesia, for Hongkong from Yokohama—Mrs. Marry and daughter, Miss Mary and governess, from Kobe—Messrs. E. Smith, and Hansen, from Shanghai—Messrs. A. Gies, Bruce, Velton, Mrs. Braund, Messrs. Gutierrez and Durand, for Saigon from Yokohama—Mr. Lawrence, from Shanghai—Mr. Green, for Singapore, from Kobe—Mr. and Miss Osada, and Miss Nishio, from Shanghai—Mr. and Mrs. Hayen and 3 infants, Misses Kittin, Steinberg, and Mr. Jalo, for Colombo from Yokohama—Mr. Spencer, from Shanghai—Messrs. Rutledge and Gretchen Felix, for Port Said—Mr. Papadopoulos, for Narvelles from Yokohama—Messrs. Bickart, Tanakadate and Nichols, from Shanghai—Messrs. Sutean, Decormis, Maricote, Pouthon, Daedel, Bescord, Cartaing, Le Bars and Vandé.

Shipping Reports.

Str. Kuangsi, from Swatow—Moderate E.N.E. wind and frequent rain, squalls.

Str. Rubi, from Manila—Light to moderate S.W. and S.E. wind and showery weather.

Str. Palembang, from Pulo Sambo—Equally weather with now and then rains hovers, high South Westerly swell.

VESSELS IN PORT.

Alesia, Ger. s.s., 5,181, J. Ernst, 27th Aug.—Portland, Or. and Moji 23rd Aug., Flour—P. & A. S. S. Co.
Ascot, Br. s.s., 7,76, J. B. Booth, 25th Aug.—Kuchinotou 20th Aug., Ballast—D. & Co., Ltd.
Borneo, Ger. s.s., 1,344, F. Sembil, 24th Aug.—Sandakan 18th Aug., Timber—M. & Co.
China, Am. s.s., 3,186, J. F. Robinson, 28th Aug.—San Francisco 1st Aug., and Shanghai 25th, Mails and Gen.—P. M. S. Co.
Japhet, Ger. s.s., 1,974, Schipper, 24th Aug.—Guam 2d Aug.—Portsmouth, C. C. S. G. Co.
Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 21st Aug.—Vancouver, B.C., 6th Aug., and Shanghai 22d, Mails and Gen.—C. P. R. Co.
Fooshing, Br. s.s., 1,150, T. Arthur, 30th Aug.—Moji 15th Aug., Coal—M. & Co.
Germania, Ger. s.s., 1,000, H. Flügel, 28th Aug.—Sydney via Ports 1st July, Copra and Shells—S. & Co.
Indrawati, Br. s.s., 3,768, S. Collington, 27th Aug.—New York 30th June, Gen.—T. & Co.
Kalfong, Br. s.s., 984, E. Finlayson, 28th Aug.—Cebu and Illoilo 24th Aug., sugar and Pemp.—B. & S.
Kjeld, Nor. s.s., Helene, 16th Aug.—Moji 9th Aug., Coal—Order.
Kumsang, Br. s.s., 2,078, E. J. Buller, 26th Aug.—Calcutta via Penang and Singapore 20th Aug., Gen.—J. M. & Co.
Hangseang, Br. s.s., 1,356, S. Wilde, 1st Aug.—Canton 30th Aug., Gen.—J. M. & Co.
Nord, Nor. s.s., 917, T. A. Lie, 1st Aug.—Moji 25th Aug., Coal—Walem & Co.
Phem-Panh, Br. s.s., 1,455, J. H. Scott, 15th Aug.—Saigon 11th Aug., Rice and Meal—Wo Fat Sing.
Sandou Hall, Br. s.s., 3,063, J. M. Main, 24th Aug.—New York 25th June, Case Oil—B. O. Co.

Steamers Expected.			
Vessel	From	Agents	Date
Gregory Apdar	Singapore	D. S. & Co	Sept. 3
Abusburg	Shanghai	H. A. L.	Sept. 4
Manchuria	Japan	P. & O. Co.	Sept. 5
Tartar	Singapore	P. & O. Co.	Sept. 5
Pera	Japan	D. S. & Co	Sept. 5
Ischia	Singapore	C. & Co.	Sept. 5
Kogoshima M.	Bombay	M. & Co.	Sept. 5
Goebe	Colombo	M. & Co.	Sept. 5
P. E. Friedrich	Japan	M. & Co.	Sept. 10
Totomi Maru	Bombay	N. Y. K.	Sept. 14
Manila	Sydney	M. & Co.	Sept. 14
India	Port Said	M. & Co.	Sept. 24

HONGKONG.			
Abraham, E. S.	Jobi, J. P. F.	CONNAUGHT.	Arkwright, Rev. Wm.
Andrew, J. J.	Joseph, Mr. and Mrs.	Jones, D. W.	Baines, J. W.
Audt, G. P.	Joseph, M. R.	Knight, Dr. R. F.	Barnes, R. L.
Bac'h-ense, J.	Juglaine, J. C.	Pearson, J. B.	Behler, L. A.
Battacharjee, H. G.	Kriesche, B. A.	Samson, F.	Blockmore, F. W. G.
Beattie, R. B.	Knights, W. B.	Sousa, Dr. E. L.	B'unc, Mr. and Miss
Bathone, Baron	Kroiger, O.	Stein, Mr. and Mrs.	Bush, J.
Barossa	Kunzi, P.	Stephens, Dr. H. Don-	Caldwell, Dr. Geo. P.
Blassey, Mr. and Mrs. B.	Laiing, A. H.	glas	Chokier, A.
Bliss, A. B.	Lagelouze, Mr.	Clauson, R.	Chow Kia Tung, Mr.
Boat, F.	Lehmkuhl, Miss	District, J.	Clift, P.
Booker, F.	Lehmkuhl, Mr.	Edwards, F. D.	Geagle, Dr. C. H.
Brayfield, T.	Logan, W.	Fitzgerald, T. T.	Thom, D. C. G.
Cameron, E. W.	Lubbing, E.	Forbes, Mr. W.	Walf, Thos. J.
Carter, A.	Malden, G. F.	Graw, E. W.	Wright, W. B.
Chabaux, Mr. and Mrs.	Marriott, Dr. O.	Guan, Frank-D.	Young, J. D.
L. B. mid	Meek, T.	Herbert, C.	Signal.
Cheshire, F. D.	McIntosh, G. C.	PRAM.	
Chichou, S. J.	Newborn, R. H.	Hazelard, F. A.	
Cibot, Mr. and Mrs. P.	Obsons, L.	K'.	
Colvin, H. E.	Paine, A. E.	Hockaday, W. T.	
Cruickshank, J.	Peake, W.	Kant, R.A. Col.	
Deane, T. P.	Pfordten, A. R. Von der	Laverett, Ms.	
Donald, Mr. and Mrs.	Preshaw, C. M.	MacKenzie, A.	
W. H.	pugh, A. J.	Caruthers, E. S.	
Doolittle, F. H.	Puri, A.	Chalmers, J. H.	
Dorriksen, A. E.	Ray, E. H.	Clarendon, Mr.	
Einstein, W.	Rosier, Dr.	Cooper, Consul & Mrs.	
Eschirid, H. J.	Solemacher, Mr.	Perkins, Mr. and Mrs.	
Fisher, H. G.	Spurge, H. S.	Possuet, Madame	
Franklin, C. B.	Stevens, Rev. A.	Reed, Lieut-Col.	
Franklin, G. G.	Thompson, Miss H. M.	Risland, Mr. and Mrs.	
Frost, I. L.	Thompson, Mrs. M. L.	Ross, Major P. J.	
Fukuda, N.	Toldano, Th.	Russell, Mr. and Mrs.	
Gregory, A.	Topless, H. J.	Sayer, G. W.	
Gubay, V. A.	Tricker, C. R.	Sinclair, A.	
Hall, Capt. T.	Tattinge, G. W.	Smith, A. Findlay	
Hannan, J.	Warden, A.	Grove, Mr.	
Hense, G.	Weldon, J. W.	Hancock, Mr.	
Hewitt, Hon. Mr. E.	Williams, J. T. L.	Harding, Mr. and Mrs.	
Howard, E.	Williams, L. I.	Watkins, Mr. and Mrs.	
Hunter, R.	Woods, J. D.	Wilder, A. P.	
Innes, Capt. R.	Young, A. H.	Haron, J.	

DOCK RETURNS.

HONGKONG AND WHAMPAO DOCKS.

Vigilante at Kowloon Dock

Chau-Hing " "

H.M.S. Flora " "

Hercules " "

Tsin-tau " "

Dragon " "

PORT OFFICE.

A Mail will close for:

Jesselton, Kudat and Sandakan—Per Borneo, 3d Sept., 8 A.M.

Europe, &c., India, via Tuicorin—Per Polynesia, 3d Sept., 11 A.M.

Swatow, Amoy and Foochow—Per Hainan, 3d Sept., 1 P.M.

Macao—Per Sul Yat, 3d Sept., 1 P.M.

Singapore, Penang and Colombo—Per Bango Maru, 3d Sept., 3 P.M.

Hoi-hau, Pakhol and Halphong—Per Chihi, 3d Sept., 5 P.M.

VISITORS AT THE HOTELS.

OCCIDENTAL.

Brown, Mr. W. S. Peller, Mr.

Capell, Mr. and Mrs. Piper, C.

J. R. and 2 children Simpson, Mr. and Mrs.

Farrow, Mr. and Mrs. T. K.

J. T. Simpson, Mrs. W. M.

Gow, Mr. W. and 2 children

Thomas, Lt.-Comdr. L. Marshall, J. C.

Lowrie, Mr. and Mrs. Munro, Miss A.

KING EDWARD.

Anders, E. A.

Bickart, Mr.

Brainard, Mrs.

Cameron, H. F.

Corse, Jr., G. H.

Engelhardt, M.

Feist, M.

Gee, A. H.

Harman, Mr. and Mrs. Luck, Mrs. C. M.

Jackson, J. E.

Lloyd, Geo. T.

Lombard, G.

Loy, J. D.

Marshall, J.

Nicholson, D. M.

Newton, Mr. and Mrs.

R. and child

Rutherford, Mr. and Mrs.

Siemens, Miss M.

Story, G. F.

Whitehill, Dr. F. T.

KOWLOON.

Andersen, H.

Francisco, Lurash.</

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT: BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	50,000 40,000	\$125 \$125	\$125 \$62	{ \$1,000,000 \$117,000 \$20,000	\$1,071,07	\$1.15/- for year ending 30.6.07 @ ex- 12/2/3/10 + \$10.04	42 %	[New issue \$6478 sales. ex \$55 b. n. issue London 2/10/07 exd. ex new issue London 2/10/07 n. issue first call \$51]
National Bank of China, Limited	50,025	\$7	\$6	{ \$12,735 \$30,000	\$71,293	\$2 (London 3/10) for 1903	...	THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
Clinton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000 \$110,000	\$233,638	\$20 for 1905	7%	FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
North China Insurance Company, Limited	10,000	\$15	\$5	{ Tls. 100,000 Tls. 50,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex- 2/10 12,16 per tael	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 \$70,000 \$456,407	\$1,460,470	Final of \$12 making \$42 for 1905 and Interim of \$30 for 1906	51 %	\$770
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$8,000,000 \$8,000,000 \$15,527	\$461,467	1/- for year ending 31.12.5	7 %	\$175
Fire Insurances.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$320,449	\$362,980	8/- and bonus \$2 for 1905	92 %	187 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,256,483	\$435,226	\$20 for 1905	12½ %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 \$264,638	\$365	\$1 for 1906	61 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$93,562 \$250,000	Nil.	\$1 for year ended 30.6.1906	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$55,000 \$86,989	\$227,101	\$1 for 1st half-year ending 30.6.07	71 %	\$18
Indo-China Steam Navigation Co., Ltd. (Preferred) do. (Deferred)	10,000 6,000	\$5	\$5	{ \$6,000 \$270,000	\$1,3694	\$1 for 1906 @ ex 2/1 - \$1.14 per share	31 %	{ \$39 buyers \$28 buyers
Shanghai Tug and Lighter Company, Limited do. (Preference)	200,000 100,000	Tls. 50	Tls. 50	{ \$15,372 \$400,000	Tls. 13,337	Interim of Tls. 1/- for account 1907	11½ %	{ \$1,473 buyers \$1,473 buyers
"Shell" Transport and Tramway Company, Limited	1,000,000	\$1	\$1	{ \$1,071 \$10,500	\$172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	41 %	44/-
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$10 \$5	{ \$32,957 \$18,479 \$18,479 \$18,479 \$18,479	\$1,137	\$1.00 for year ending 30.4.1907 \$1.00 for year ending 30.4.1907	41 %	\$22
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	11½ %	Tls. 52 sellers	
REFINERIES.								
China Sugar Refining Company, Limited	5,000	\$100	\$100	{ \$450,000	\$9,218	8/- for year ending 31.12.06	82 %	\$98
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ None	Tls. 8,915	13 for 1907 Tls. 4 (8%) for year ending 31.8.06	...	\$21 Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	\$1	\$1	{ \$110,000 \$66,011	\$1,12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.30
Paul Australian Gold Mining Company, Limited	10,000 50,000	\$1 \$1	\$1 \$1	{ \$4,873 \$111,318	Nil.	No. 12 of 1/- = 48 cents	...	\$7 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124	\$10,335	\$1.75 for year ending 31.12.06	102 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$100,000 \$23,152 \$30,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6½ %	\$65
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$100,000 \$50,000	\$149,1580	\$2 for 1st half-year ending June 30th, 1907	8 %	\$102 buyers
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	\$100	{ \$100,000 \$1,477,210	\$1,10,459	Tls. 3 for year ending 30th April 1907	34 %	Tls. 80 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	\$100	{ Tls. 10,000 Tls. 10,000 Tls. 10,000 Tls. 75,000	Tls. 23,117	Interim of Tls. 8 for account 1907	81 %	Tls. 222
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$25 \$15	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 100	Tls. 100	{ \$30,000 \$1,000	\$10,908	12½ for year ending 30.6.07	94 %	\$24
Central Stores, Limited	50,123	Tls. 100	Tls. 100	{ \$1,000 \$10,459	\$19,178	\$1.80 for 1906	12 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,000 \$1,000	1,371	\$1 for second half-year making \$10 for 1906	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$100,000 \$208,386	\$56,218	Interim of \$3 for half year ending 30.6.07	72 %	\$98 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$10,000 \$10,000	\$11,567	80 cents for 1906	78 %	\$102 buyers
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	{ none	\$1,089	\$2½ for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 50	{ Tls. 86,493 Tls. 170,000 none	Tls. 61,978	Interim of Tls. 3 for account 1907	78 %	Tls. 101 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 1,519	\$1,519	Interim of \$2 for half year ending June 30th	81 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,039 \$110,000	\$16,4986	Tls. 10 for year ended 31.10.1906	158 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$100,000 \$10,000	\$21,660	\$1½ for the year ending 31.7.06	118 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8%)	118 %	Tls. 51
Laou-kung-new Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 31,460	Tls. 8 for 1906	81 %	Tls. 93
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,257	Tls. 50,063	Tls. 50 for 1906	108 %	Tls. 305 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,299 \$19,000	1/3 per share for 1906	9 %	\$61	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$1,000 \$12	\$3 for 1905	...	\$20 sellers	
China Horneoe Company, Limited	6,000	\$10	\$10	{ \$1,000 \$10	\$1 for 1904	...	\$19 buyers	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$1,000 \$10	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 02 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	{ none	\$25,000	60 cents for year ended 18.2.06	...	6 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000 \$10	\$185	80 cent for 1906	9 %	\$19
Dairy Farm Company, Limited	25,000	\$7	\$6	{ \$1,000 \$10	\$2,555	\$1.30 for year ending 31.7.06	84 %	\$201 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000 \$10	\$10,804	Interim of 50 cents per share for a/c 1907	91 %	\$201 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$1,000 \$10	\$15,032	\$2½ for year ending 28.1.07	11 %	\$222 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,933	1 per share for year ending 28.1.07	71 %	\$14 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$105,000 \$10	\$4,361	Interim of \$4 for 1st year ending June 30th 1907	91 %	\$241 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$65,000 \$10	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	\$25 buyers
Huatschappi (to Mijia, Boschi-en Landbauwek) points in Laugang, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 34,250 Tls. 29,000	Tls. 10,374	Second interim div. of Tls. 71 for a/c 1907	91 %	Tls. 315 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none	\$2,655	\$1 per sh. or period for 1st Oct. to 30th Apr. 07	81 %	\$111
Peak Tramways Company (new)	50,000	\$10	\$10	{ none	...	...	...	\$14 buyers
Philippine Company, Limited	97,500	Tls. 50	Tls. 50	{ Dr. 34,324	...	...	...	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 67,323	Tls. 7,990	None	...	...
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 7,951	Tls. 4 for 1905	Interim of Tls. 31 for account 1907	71 %	Tls. 110
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 3,354	Tls. 4 for 1905	...	...	Tls. 40 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000</td							